



**Planning, Development  
and Transportation**  
Transportation Planning  
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**DATE:** 11.30.2016  
**TO:** ProTrak  
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Transportation Planning

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■ **WOODFILED WILMINGTON [TRC Plan Review]**

☞ Initial Review Note ☞

All comments are based on adopted policy documents, specific City of Wilmington Land Development Code (CofW LDC) and City of Wilmington Technical Standards and Specifications Manual (CofWTSSM) requirements in effect at the time of this review. These have been noted after the comment as appropriate for your ease in further research.

The City Engineer may administratively approve dimensional variance requests per LDC Sec. 18-348. If the Applicant feels further interpretation is in order, please contact Transportation Planning directly to discuss in additional detail. Please apply for all administrative variances in writing, an email is acceptable or this may be included on the plan set. Please see Sec. 18-348 of the Land Development Code for the information required to process a variance request.



**TRAFFIC IMPACT:**

- ❖ Per the Institute of Transportation Engineers (ite) Trip Generation 9<sup>th</sup> Edition, 2012, Microtrans trip Generation Software; the estimated Trip Generation for the proposed **Apartments + 254 units** (ite land use code 220) is the total 132 driveway volume in the AM peak hours, and 158 total driveway volume in the PM peak hours.
- ❖ A Traffic Impact Analysis (TIA) will be required for this development. Please contact Amy Kimes, PE, at 910-473-5130, [amy.kimes@wilmingtonnc.gov](mailto:amy.kimes@wilmingtonnc.gov) to discuss the TIA review process and begin the scoping discussion.
- ❖ The site plan CS-101 references a TIA, please provide information on the name, date and information for this TIA.

**TECHNICAL STANDARDS – NEW ROADS:**

1. Please identify any proposed streets for this project.
2. Any multi-family development of more than 50 units must be served by a public street. Will this project have parts of the driveways converted to streets?
3. The minimum street corner radii is 35'. [7-5 CofW Tech Stds]

**TECHNICAL STANDARDS – DRIVEWAY ACCESS (Major Thoroughfares):**

4. When the lot has sufficient frontage, driveways for corner lots along major thoroughfares must have corner clearance of 230' as measured along the curb line.
5. The site plans show one turn lane, however, the other entrances do not have these lanes.

**TECHNICAL STANDARDS – ACCESS (driveway, sidewalk, and sight distance):**

6. Show proposed driveway centerline elevations at both the front and the back of each concrete driveway apron, at the curb line, property line & points at 26' and 52' behind the property line. [\[Chapter VII, C\(1\)\(a\)\(2\)12 CofWTSSM\]](#)
7. Provide sidewalk detail SD 3-10 on the plan.

**TECHNICAL STANDARDS – PARKING:**

8. The parking spaces near the compactor have a reduced drive aisle. It may be possible to make the spaces compact spaces, (8' X 16') and restore the drive aisle width to the 24' minimum.
9. Twenty-four feet (24') is the minimum drive aisle width behind perpendicular parking.
10. Portions of the proposed development do not appear to be in compliance with the 500'/800' rule pertaining to the maximum length of a private drive/parking lot. If this condition was resolved during rezoning or SRB, please indicate this on the site data table or list of waivers for the project listing. [\[Chapter VII , C \(4\), pg 7-15 to 7-16 CofWTSSM\]](#)
11. Provide a turning movement analysis of Fire Trucks and Rescue Vehicles, WB-50 Moving Vans and Trash Trucks vehicle at site.
12. Provide a detail for the garages.

**TECHNICAL STANDARDS – Barrier Free Design:**

13. The site has provided the minimum number of Accessible spaces, however, buildings #1 and #4 only have one Accessible space. Please consider increasing these spaces at these buildings.
14. The site plans do not show accessible plans for the pool area and other amenity areas such as the compactor and active recreation areas.
15. Please show the slope for the Accessible route for building #1. [Note/label the plan with spot elevations that clearly indicate the accessible route from the HC space(s) to the building.] [\[Sec. 18-529\(b\) \(2\) CofW LDC\]](#)

**GENERAL NOTES TO ADD TO THE PLAN:**

- A. Install reflectors per City and NCDOT standards. Traffic Engineering must approve of pavement marking layout prior to actual striping.
- B. Contact Traffic Engineering at 341-7888 forty-eight hours prior to any excavation in the right of way.

**MISCELLANEOUS:**

- ❖ Permitting of business identification signage is a separate process. NCDOT/ City of Wilmington will not allow obstructions within the right of way. Show the location of the sign on the plans.
- ❖ Some of the grading sheets do not include appropriate City of Wilmington approval stamps.

Please let me know if you have any questions or if I can be of further assistance as this development moves through the review process.